

Mr. BLAGOJEVICH. Mr. Speaker, I am honored to join my colleague from Illinois, Mr. LIPINSKI, here today in supporting legislation that is very important not only to my constituents in Illinois, but to the entire nation. I would also like to thank the distinguished Speaker, Mr. HASTERT, for allowing this bill to come before us today.

I have been proud to serve as an original cosponsor of the National Aviation Capacity Expansion Act here in the House, and to have worked in Illinois with a broad coalition of labor, business and civic leaders to promote the effort in Illinois. Today is the result of the unified effort of diverse groups of Illinoisans who have joined to fight for a proposal that will strengthen our state's economic and fiscal health. The bill would create 195,000 new jobs, and would bring an estimated \$19 billion to the State of Illinois.

This bill calls for comprehensive expansion of O'Hare. H.R. 3479 calls for each of the essential elements that transportation industry experts and local officials agree must be included in any effective O'Hare modernization proposal: foremost among them, the addition of a southern runway, the reconfiguration of existing runways, and the introduction of western access to the airport.

I also commend Congress' commitment to addressing the crucial issue of the nation's aviation capacity. The National Aviation Capacity Expansion Act would not only benefit my constituents and the State of Illinois, it would have an affect on the entire nation. O'Hare is not only the world's busiest airport, but it is a critical national hub through which thousands of flights connect everyday. Congestion in Chicago has a ripple effect throughout the United States and abroad, grounding and delaying flights miles away, some that are not even bound for O'Hare.

In addition to inconveniencing travelers, these delays and congestion cripple the ability of businesses to function effectively. The gridlock at O'Hare has been responsible for everything from missed business meetings to delayed shipments of goods. Mr. Lipinski's bill would reduce delays by 79 percent, and with it save a projected \$380 million that is lost due to the delays.

O'Hare's airfield has not been improved since 1971. Repeated initiatives to modernize it fell prey to local political disputes that led to delays in the project in recent years. Last year, however, the Mayor of the City of Chicago and the Governor of Illinois reached an historic agreement to modernize O'Hare and take an inclusive approach to meet the aviation needs of Chicago and the nation. On behalf of Illinois, and with the support of elected officials and businesses, labor and community groups across the nation, they are working with Congress to help meet the long-term transportation needs of the nation.

Such State and local leadership demonstrates that Illinois takes its responsibility to the nation very seriously. Nearly 10,000 organizations and individuals in all 50 states have voiced their support for expanding Chicago's aviation capacity. H.R. 3479 has been endorsed by a wide range of national groups. The bill has received the support of the U.S. Chamber of Commerce, the AFL-CIO, the National Air Traffic Controllers Association, the Airline Pilots Association, the Aircraft Owners and Pilots Association and the National Air Transportation Association—to name just a few.

This broad base of support speaks to the legislation's vital impact on the efficiency and reliability of our aviation infrastructure, as well as to the unique opportunity for enhanced business activity and increased job creation that would accompany comprehensive O'Hare expansion. As with the delays at the airport, a failure to keep this economic engine vibrant will surely affect businesses and working women and men in many parts of the nation. It is important to note that O'Hare already generates some \$35 billion annually in economic activity and produces more than 400,000 jobs in northeastern Illinois and northwest Indiana. This includes tens of thousands of people whose jobs are tied directly to the travel and tourism industry and countless others—employed in virtually every sector of the economy—whose wages are earned thanks to the economic engine that is O'Hare.

I support H.R. 3479 because I am committed to ensuring that the economic security of those workers—and that of nearly 200,000 new workers—will expand and grow.

The time to act on O'Hare's expansion is today. H.R. 3479 represents an historic opportunity that we must seize. By doing so, we will guarantee a safe, reliable air transportation system for our constituents. We will also demonstrate our commitment to a healthy economy and our ability to take decisive action in the face of a national need.

I respectfully urge you to support this vital legislation.

Mr. YOUNG of Alaska. Mr. Speaker, I rise in support of H.R. 3479, the National Aviation Capacity Expansion Act.

This Bill is long overdue.

Chicago O'Hare has been in need of a new runway for the last 20 years.

It's annually one of the worst airports in terms of cancellations and delays.

What's worse, problems at O'Hare ripple through our entire system, creating tie-ups and delays at dozens of other airports.

This bill furthers the agreement reached by local and State leaders to allow the city of Chicago to go ahead with a proposed capacity expansion project from O'Hare.

It likewise allows the State to go forward with its proposal for peotone and guarantees that Meig's Field will remain open.

I support H.R. 3479 to address these vital national transportation issues and urge everyone to support this bill.

Mr. DAVIS of Illinois. Mr. Speaker, I would like to commend Mr. LIPINSKI for his leadership concerning transportation issues in Illinois and especially the issue of O'Hare Expansion and today I stand in firm support of H.R. 3479.

Chicago has a vast and growing transportation industry. Over the years Chicago's O'Hare International Airport has continued its growth, in traffic and demand. Presently, O'Hare ranks as the Nation's first or second busiest airport with nearly 34,000,000 annual passengers traveling both domestically and internationally.

Expanding O'Hare offers an array of benefits: from employment to economic growth. As Chicago continues to grow, O'Hare continues to experience the backlog of delays. According to the Airport Capacity Benchmark Report in 2001, O'Hare was the third most delayed airport.

Sitting in the heart of the Mid West, these delays continue to burden connecting airports creating a snowball affect and frustrated pas-

sengers. By the addition of runways, and the expansion of O'Hare delay times will diminish and air travel at Chicago's bustling O'Hare will undoubtedly improve for the consumer and the region.

I encourage my colleagues to support H.R. 3479.

Mr. KIRK. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. RYAN of Wisconsin). The question is on the motion offered by the gentleman from Illinois (Mr. KIRK) that the House suspend the rules and pass the bill, H.R. 3479, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. JACKSON of Illinois. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

#### GENERAL LEAVE

Mr. KIRK. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 3479.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Illinois?

There was no objection.

#### RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 5 o'clock and 3 minutes p.m.), the House stood in recess until approximately 6:30 p.m.

□ 1830

#### AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. TERRY) at 6 o'clock and 30 minutes p.m.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will now put the question on motions to suspend the rules on which further proceedings were postponed earlier today.

Votes will be taken in the following order:

H.R. 3482, by the yeas and nays;

H.R. 4755, by the yeas and nays;

H.R. 3479, by the yeas and nays.

Votes on motions to suspend the rules on House Resolution 482, House Resolution 452, and House Concurrent Resolution 395 will be taken tomorrow.

RECORD votes on remaining motions to suspend the rules, if ordered, will also be taken tomorrow.

The Chair will reduce to 5 minutes the time for any electronic vote after the first such vote in this series.

#### CYBER SECURITY ENHANCEMENT ACT OF 2002

The SPEAKER pro tempore. The pending business is the question of suspending the rules and passing the bill, H.R. 3482, as amended.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Wisconsin (Mr. SENSENBRENNER) that the House suspend the rules and pass the bill, H.R. 3482, as amended, on which the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 385, nays 3, not voting 46, as follows:

[Roll No. 296]

YEAS—385

Abercrombie	Combest	Gordon
Ackerman	Condit	Goss
Aderholt	Cooksey	Graham
Akin	Costello	Graves
Allen	Cox	Green (TX)
Andrews	Cramer	Green (WI)
Armey	Crane	Greenwood
Baca	Crenshaw	Grucci
Baird	Cubin	Gutknecht
Baker	Culberson	Hall (OH)
Baldacci	Cummings	Hall (TX)
Baldwin	Cunningham	Hansen
Ballenger	Davis (CA)	Hart
Barcia	Davis (FL)	Hastings (WA)
Barr	Davis (IL)	Hayes
Bartlett	Davis, Jo Ann	Hayworth
Barton	Davis, Tom	Hefley
Bass	Deal	Herger
Bentsen	DeFazio	Hill
Bereuter	DeGette	Hilliard
Berkley	Delahunt	Hinojosa
Berman	DeLauro	Hobson
Berry	DeLay	Hoeffel
Biggert	DeMint	Hoekstra
Bilirakis	Deutsch	Holden
Bishop	Diaz-Balart	Holt
Blagojevich	Dicks	Honda
Blumenauer	Dingell	Hooley
Blunt	Doggett	Horn
Boehlert	Doolittle	Hostettler
Boehner	Dreier	Houghton
Bonilla	Duncan	Hoyer
Bono	Dunn	Hulshof
Boozman	Edwards	Hunter
Borski	Ehlers	Hyde
Boswell	Ehrlich	Inslee
Boyd	Emerson	Isakson
Brady (PA)	Engel	Israel
Brady (TX)	English	Issa
Brown (FL)	Eshoo	Istook
Brown (OH)	Etheridge	Jackson (IL)
Brown (SC)	Evans	Jackson-Lee
Burr	Everett	(TX)
Burton	Farr	Jefferson
Buyer	Fattah	Jenkins
Callahan	Ferguson	Johnson (CT)
Calvert	Flake	Johnson (IL)
Camp	Fletcher	Johnson, E. B.
Cannon	Foley	Johnson, Sam
Cantor	Forbes	Jones (NC)
Capito	Ford	Jones (OH)
Capps	Frank	Kanjorski
Capuano	Frelinghuysen	Kaptur
Cardin	Frost	Keller
Carson (IN)	Gallegly	Kelly
Carson (OK)	Ganske	Kennedy (MN)
Castle	Gekas	Kennedy (RI)
Chabot	Gibbons	Kerns
Clay	Gilchrest	Kildee
Clayton	Gillmor	Kind (WI)
Clement	Gilman	Kingston
Clyburn	Gonzalez	Kirk
Coble	Goode	Klecza
Collins	Goodlatte	Knollenberg

Kolbe	Oliver	Shuster
LaFalce	Ortiz	Simmons
LaHood	Osborne	Simpson
Lampson	Ose	Skeen
Langevin	Otter	Skelton
Larsen (WA)	Owens	Slaughter
Larson (CT)	Oxley	Smith (NJ)
Latham	Pallone	Smith (TX)
LaTourette	Pascarell	Smith (WA)
Leach	Pastor	Snyder
Lee	Payne	Solis
Levin	Pence	Souder
Lewis (CA)	Peterson (MN)	Spratt
Lewis (GA)	Peterson (PA)	Stearns
Lewis (KY)	Petri	Stenholm
Linder	Phelps	Strickland
Lipinski	Pickering	Stump
LoBiondo	Pitts	Stupak
Lofgren	Platts	Sullivan
Lowey	Pomeroy	Sununu
Lucas (KY)	Portman	Tancredo
Lucas (OK)	Price (NC)	Tanner
Luther	Pryce (OH)	Tauscher
Lynch	Putnam	Tauzin
Maloney (NY)	Quinn	Taylor (MS)
Manzullo	Radanovich	Terry
Markey	Rahall	Thomas
Matheson	Ramstad	Thompson (CA)
Matsui	Rangel	Thompson (MS)
McCarthy (MO)	Regula	Thornberry
McCarthy (NY)	Rehberg	Thune
McCollum	Reyes	Thurman
McCrery	Reynolds	Tiahrt
McGovern	Rivers	Tiberi
McHugh	Rodriguez	Tierney
McInnis	Roemer	Toomey
McIntyre	Rogers (KY)	Towns
McKeon	Rogers (MI)	Turner
McKinney	Rohrabacher	Udall (NM)
McNulty	Ros-Lehtinen	Upton
Meehan	Ross	Velazquez
Meek (FL)	Rothman	Visclosky
Menendez	Roybal-Allard	Walden
Mica	Royce	Walsh
Millender-	Rush	Wamp
McDonald	Ryan (WI)	Waters
Miller, Dan	Sabo	Watkins (OK)
Miller, Gary	Sanchez	Watson (CA)
Mink	Sandlin	Watt (NC)
Mollohan	Sawyer	Watts (OK)
Moore	Saxton	Weiner
Moran (KS)	Schakowsky	Weldon (FL)
Moran (VA)	Schiff	Weldon (PA)
Morella	Schrock	Weller
Murtha	Scott	Wexler
Myrick	Sensenbrenner	Whitfield
Napolitano	Serrano	Wicker
Neal	Sessions	Wilson (NM)
Nethercutt	Shadegg	Wilson (SC)
Ney	Shaw	Wolf
Northup	Shays	Woolsey
Norwood	Sherman	Wu
Nussle	Sherwood	Wynn
Oberstar	Shimkus	Young (AK)
Obey	Shows	Young (FL)

NAYS—3

NOT VOTING—46

Kucinich	Miller, Jeff	Paul
Bachus	Gutierrez	Pombo
Barrett	Harman	Riley
Becerra	Hastings (FL)	Roukema
Bonior	Hilleary	Ryun (KS)
Boucher	Hinchee	Sanders
Bryant	John	Schaffer
Chambliss	Kilpatrick	Smith (MI)
Conyers	King (NY)	Stark
Coyne	Lantos	Sweeney
Crowley	Maloney (CT)	Taylor (NC)
Dooley	Mascara	Trafigant
Doyle	McDermott	Udall (CO)
Finer	Meeks (NY)	Vitter
Fossella	Miller, George	Waxman
Gephardt	Nadler	
Granger	Pelosi	

□ 1859

Ms. RIVERS changed her vote from “nay” to “yea.”

So (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for: Mr. FILNER. Mr. Speaker, on rollcall No. 296, I was in my district on official business.

Had I been present, I would have voted yea.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. TERRY). Pursuant to clause 8 of rule XX, the Chair will reduce to 5 minutes the minimum time for electronic voting on each additional motion to suspend the rules on which the Chair has postponed further proceedings.

#### CLARENCE MILLER POST OFFICE BUILDING

The SPEAKER pro tempore. The pending business is the question of suspending the rules and passing the bill, H.R. 4755.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Connecticut (Mr. SHAYS) that the House suspend the rules and pass the bill, H.R. 4755, on which the yeas and nays are ordered.

This will be a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 389, nays 0, not voting 45, as follows:

[Roll No. 297]

YEAS—389

Abercrombie	Capito	Ehrlich
Ackerman	Capps	Emerson
Aderholt	Capuano	Engel
Akin	Cardin	English
Allen	Carson (IN)	Eshoo
Andrews	Carson (OK)	Etheridge
Armey	Castle	Evans
Baca	Chabot	Everett
Baird	Clay	Farr
Baker	Clayton	Fattah
Baldacci	Clement	Ferguson
Baldwin	Clyburn	Flake
Ballenger	Coble	Fletcher
Barcia	Collins	Foley
Barr	Combest	Forbes
Bartlett	Condit	Ford
Barton	Cooksey	Frank
Bass	Costello	Frelinghuysen
Bentsen	Cox	Frost
Bereuter	Cramer	Gallegly
Berkley	Crane	Ganske
Berman	Crenshaw	Gekas
Berry	Cubin	Gibbons
Biggert	Culberson	Gilchrest
Bilirakis	Cummings	Gillmor
Bishop	Cunningham	Gilman
Blagojevich	Davis (CA)	Gonzalez
Blumenauer	Davis (FL)	Goode
Blunt	Davis (IL)	Goodlatte
Boehlert	Davis, Jo Ann	Gordon
Boehner	Davis, Tom	Goss
Bonilla	Deal	Graham
Bono	DeFazio	Graves
Boozman	DeGette	Green (TX)
Borski	Delahunt	Green (WI)
Boswell	DeLauro	Greenwood
Boyd	DeLay	Grucci
Brady (PA)	DeMint	Gutknecht
Brady (TX)	Deutsch	Hall (OH)
Brown (FL)	Diaz-Balart	Hall (TX)
Brown (OH)	Dicks	Hansen
Brown (SC)	Dingell	Hart
Burr	Doggett	Hastings (WA)
Burton	Doolittle	Hayes
Buyer	Doyle	Hayworth
Callahan	Dreier	Hefley
Calvert	Duncan	Herger
Camp	Dunn	Hill
Cannon	Edwards	Hilliard
Cantor	Ehlers	Hinojosa